



DEPARTMENT OF THE NAVY

COMMANDER FIGHTER WING ONE
NAVAL AIR STATION OCEANA
VIRGINIA BEACH, VIRGINIA 23460-5200

5750
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05 APR 1990

From: Commander, Fighter Wing ONE
To: Chief of Naval Operations (OP-09BH)
Subj: COMMAND HISTORY FOR CALENDAR YEAR 1989
Ref: (a) OPNAVINST 5750.12D

Encl: (1) COMFITWING ONE Command History for 1989
(2) Biography of Captain C. W. Schantz, Jr.
(3) Photo of Captain C. W. Schantz, Jr.

1. Per reference (a), enclosures (1), (2) and (3) are submitted.

(b) (6)

By direction

Copy to:

COMNAVAIRLANT (Code 013) (w/o encls (2) and (3))

COMTACWINGSLANT (w/o encls (2) and (3))

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COMFITWING ONE COMMAND HISTORY

Calendar Year 1989

1. Command Composition and Organization

a. Mission. To exercise administrative and operational control over readiness training squadrons and other units assigned. Fighter Wing ONE assists air wing commanders and fleet squadron commanding officers in all aspects of training and material readiness while shore-based and, when appropriate, while squadrons are deployed.

b. Commander. Captain Curtiss W. Schantz, Jr.

c. Command Relationship. Commander, Fighter Wing ONE reports to Commander, Tactical Wings, Atlantic. COMFITWING ONE has been assigned to act as Commander, Fleet Air Detachment Administration of Naval Air Station Oceana and coordinates activities within the command areas.

2. Chronology

<u>DATE</u>	<u>EVENT</u>
06JAN89	Fighter Squadron 33 Change of Command. Commander Richardson relieved by Commander Kimmel.
28APR89	Fighter Squadron 102: Commander McLane assumed command.
21JUL89	Fighter Squadron 32 Change of Command. Commander Connelly relieved by Commander Slaven.
27JUL89	Fighter Squadron 143 Change of Command. Commander Weatherspoon relieved by Commander Jack.
14SEP89	Fighter Squadron 31: Commander Denkler assumed command.
14SEP89	Fighter Squadron 41 Change of Command. Commander Shuman relieved by Commander Heimgartner.
17NOV89	Fighter Squadron 103 Change of Command. Commander McFillen relieved by Commander Santapola.

3. Safety. During calendar year 1989, Fighter Wing ONE aircraft flew a total of 68,746 hours with three Class "A" mishaps for a major mishap rate of 4.36 per 100,000 flight hours. This rate compares to rates of 3.13 in CY 88 and 6.27 in CY 87.

Encl (1)

4. Maintenance

a. Developed and implemented the Junior Officer/Division Officer (JO/DO) Course which is designed to introduce officer personnel to the obligations and responsibilities associated with their demanding assignment.

b. Instituted FITWING ONE's first A-4 and H-3 Peculiar Maintenance Training Improvement Program (MTIP) in conjunction with the acquisition of Fleet Composite Squadrons 8 and 10.

c. Identified key Integrated Logistic Support (ILS) deficiencies with aircraft wiring. Established the "Tired Wire" Program to train fleet technicians in the proper identification and repair of aircraft wiring problems and developed effective solutions to resolve other wiring program deficiencies.

d. Instrumental in the successful transition to the consolidated training concept. VF-101 "FRAMP" and "NAMTRADET" courses were combined into one course realizing a 15 to 20 percent reduction in overall track length for each rating.

e. Coordinated the development and scheduling of "Difference Data" training to enable experienced F-14A maintenance personnel to rapidly qualify on the F-14A(PLUS) aircraft. These efforts allowed two squadrons to successfully complete a smooth transition in minimal time.

f. MTIP wing average for completion percentages has increased 10 percent due to aggressive and innovative methods employed to highlight a squadron's needs and ensure use of "In-House" resources to remediate weaknesses.

g. Implemented an aggressive pre- and post Standard Depot Level Maintenance (SDLM) Aircraft Inspection Program resulting in a marked improvement in the quality of aircraft received.

5. Readiness. COMFITWING ONE, working closely with GRUMMAN and NATC, worked through the initial difficulties encountered introducing the F-14A(PLUS) to the fleet. Once the CQ engineering problems were resolved, the PLUS was incorporated into four fleet squadrons in addition to the Fleet Readiness Squadron (FRS). A 2F95 simulator was modified to train in the F-14A(PLUS). Since introduction, COMFITWING ONE has participated in Competitive Exercise (COMPEX), Fleet Fighter Air Combat Maneuvering Readiness Program (FFARP), Fallon and the first carrier deployment of the Super Tomcat.

a. COMFITWING ONE hosted "Leading Edge of Technology" trip to view F-15E and F-14D aircraft as well as hosting "Leading Edge of Technology" static display for the 1989 Fighter Fling including F-14A(PLUS), F-15E, F-16N and F-18 aircraft.

b. Simulator milestones achieved in 1989:

(1) Completed FY-85 modification to the 2F112 Flight Simulator including:

- (a) Programmable threat upgrade
- (b) Computer generated image display.
- (2) Commenced FY-87 upgrade to the 2E6 Simulator which includes:
 - (a) Operatable backseat
 - (b) 2V4 capability
 - (c) Fighter to fighter data link.
- (3) Completed FY-88 update to the 15C9 Simulator which included:
 - (a) Improved navigation system
 - (b) Instructor operator station upgrade.
- (4) Completed FY-88 upgrade to the 2F9 Simulator which included:
 - (a) Instructor operator station upgrade
 - (b) Replaced computer disc drive
 - (c) Expanded strip chart capabilities.
- (5) Contract awarded for complete contractor logistic supply support.
- (6) Environmental and intrusion detection devices installed in trainer buildings.

c. Tactical Air Combat Training System (TACTS) milestones achieved in 1989:

- (1) Tentative Operational Requirement (TOR) validated and contract awarded for a 36 plane TACTS upgrade. Construction initiated on the P-200 TACTS building. Expanded Tactical Air-to-Ground (ETAG) capability begun.
- (2) Fired a total of 135 air-to-air missiles including 24 AIM-54As, five AIM-7Ms, 58 AIM-7Fs, nine AIM-9Ms and 65 AIM-9Hs.
- (3) Acquired three new air-to-air targets including MQM-8X Vandals, TDU-34A towed decoys and tactical air launched decoys.
- (4) Created Navy wide Air-to-Air Missile Operational Advisory Group, as well as hosting the F-14 Operational Advisory Group.
- (5) Participated in two Fighter Development Committee (FTDC) meetings for review of Out of Air Battle (OAB) tactics and mixed F-14/F-18 section tactics.

(6) Provided fleet inputs on new systems including Navy Advance Tactical Fighter (NATF), Advance Air-to-Air Missile (AAAM), Advance Medium Range Air-to-Air Missile (AMRAAM) and more.

COMMAND HISTORY

Commander Fighter Wing ONE was established on 1 July 1971 replacing Commander Fleet Air Norfolk as supervisor, coordinator and director of operations, maintenance, supply and administration for Atlantic Fleet Fighter Squadrons. COMFITWING ONE assumes the overall responsibility for the continuing material readiness and type training of all fleet squadrons and units within the Atlantic Fleet F-14 fighter community. In addition, COMFITWING ONE is administratively responsible for support for Fleet Composite Squadrons 8 and 10. The Commander coordinates, for the squadron/air wing commander, the scheduling of such functions as safety inspections, aircraft material inspections and modification programs, Standard Depot Level Maintenance (SDLM) schedules, unit weapons deployments and competitive exercises. COMFITWING ONE also assists the air wing commanders and fleet squadron commanders in all aspects of training and material readiness while shore-based and, when appropriate, when squadrons are deployed.

At present, Fighter Wing ONE consists of 12 fleet operation squadrons flying the F-14 Tomcat, Fighter Squadrons 43 and 101 and Fleet Composite Squadrons 8 and 10. The Fleet Readiness Squadron, Fighter Squadron 101, provides replacement aircrew and maintenance personnel training for the F-14. Fighter Squadron 43, the Adversary Support Squadron, provides air combat maneuvering and out of control training for both fleet and FRS squadrons. Fleet Composite Squadron 8 provides fleet air support service while Fleet Composite Squadron 10 provides fleet air support service and defense for Naval Air Station Guantanamo Bay, Cuba.

Fighter Wing ONE is comprised of over 280 aircraft and more than 4,700 officers and enlisted personnel. The prompt provision of services and facilities to the squadrons and personnel that complement them ensures support and maximum combat readiness capabilities of the Atlantic Fleet Fighter Community.

FORMER WING COMMANDERS

Captain Eugene Bezore	1 July 1971 - 4 January 1972
Captain Wilbert D. Knutson	4 January 1972 - 16 July 1974
Captain Lowell R. Myers	16 July 1974 - 27 August 1975
Captain Gerald L. Riendeau	27 August 1975 - 27 August 1976
Captain John S. Disher	27 August 1976 - 28 April 1978
Captain Samuel C. Flynn, Jr.	28 April 1978 - 31 July 1980
Captain Robert E. Tucker, Jr.	31 July 1980 - 2 April 1982
Captain Frederick L. Lewis	2 April 1982 - 7 October 1983
Captain Roy Cash, Jr.	7 October 1983 - 7 February 1985
Captain Donald L. McCrory	7 February 1985 - 21 February 1986
Captain John F. Manning, Jr.	15 September 1986 - 9 August 1988

CAPTAIN
CURTISS WILLIAM SCHANTZ, JR.
UNITED STATES NAVY

Captain Curtiss Schantz was born (b) (6) [REDACTED]
In July 1964 he entered the U.S. Naval Academy and was commissioned an Ensign in June 1968. In March 1969, he entered aviation training and was designated a Naval Aviator in November 1970.

Captain Schantz's first assignment was to the Naval Intelligence Support Center, Washington, D.C. as a weapon systems analyst. In April 1973, he was assigned to Fighter Squadron 101 as an F-4 replacement pilot. In February 1974, he was assigned to Fighter Squadron 102 where he served as Line Division Officer, NATOPS Officer and Safety Officer. From August 1976 to October 1978, Captain Schantz served as an exchange officer with the United States Air Force, attached to the THREE HUNDRED THIRTY-FIFTH Tactical Fighter Squadron at Seymour Johnson Air Force Base. Captain Schantz was reassigned in February 1979 to Fighter Squadron 102 where he served as Maintenance and Operations Officer. Following transition training in the F-14A at Fighter Squadron 101, he served as the Executive Officer until August 1983. He was assigned to Fighter Squadron 14 and assumed command on 3 November 1984 while the squadron was embarked on the USS INDEPENDENCE. In October 1986, following enroute training he reported to Commander, Carrier Air Wing 17 as Deputy Commander where he served until June 1988. He assumed command of Fighter Wing ONE on 9 August 1988.

Captain Schantz has been awarded the Meritorious Service Medal, the Navy and Air Force Commendation Medals, National Defense Medal, Navy Expeditionary Medal and Meritorious Unit Commendation. Captain Schantz has accumulated over 4,000 flight hours and over 1,000 carrier landings.

He is married to the former (b) (6) [REDACTED]
Captain Schantz and his wife reside with their daughter, (b) (6) [REDACTED]
(b) (6) [REDACTED]

